

COUNTRY Western Germany REPORT NO. 25X1
 TOPIC Werneuchen Airfield

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED] 25X1

DATE OBTAINED [REDACTED] DATE PREPARED 11 September 1952

REFERENCES [REDACTED]

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Observations made at Werneuchen airfield between 28 July and 2 August 1952 included:

28 July. After 1:30 p.m., aircraft maintenance work was in progress.
 29 July. Between 6:30 and 10:30 a.m., there was flying by two jet bombers. Between 8 p.m. and 2 a.m., night flying was practiced by two type-27 and type-30 jet bombers.
 30 July. Only aircraft maintenance work was being done throughout the day.
 31 July. Between 5:30 a.m. and 4 p.m., three type-27 jet bombers took off three times. They practiced flying in a flight formation. A type-30 plane towed a sleeve target.
 1 August. Between 8:20 a.m. and 3 p.m., type-27 jet bombers practiced flying in flights remaining aloft for a long time. Four aircraft made eight flights between 8 and 11:30 p.m.
 2 August. Between 6:15 and 10:45 a.m., there was formation flying in two flights side-by-side. A type-30 plane flew behind the formation. All the jet bombers observed between 28 July and 2 August had red numbers. Thirty-six type-27 and type-30 jet bombers and two Li-2s were counted at the field and a Yak-11 was observed in the hangar. [REDACTED]

[REDACTED] five jet bombers parked on the western dispersal area. (1)

2. [REDACTED] the shrapnel-proof aircraft revetments are to be provided with sidewalls of concrete slabs instead of timber. (1)
 space between the slabs are to be filled with earth. (2)

3. [REDACTED]

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4.

5. Between 9 p.m. on 29 July and 1 a.m. on 30 July, there was night flying by type-27 and type-30 jet bombers. Between 8 a.m. and 5:30 p.m. on 31 July, there was flying at the field. Between 10 a.m. and 12:30 p.m. on 1 August, [redacted] two jet bombers [redacted] practiced flying. (1) On 2 August, 32 jet bombers were counted at the field. There were definitely more aircraft types which could not be identified. Between 6 and 11 a.m., there was local flying. [redacted]

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6. The following observations were made at the field between 4 and 9 August:

4 August. Between 1 and 11 p.m., there was no flying.

5 August. Between 8:30 and 8:45 a.m., 25 jet bombers took off aft of each other and assembled in a formation heading west. The plane landed between 10:05 and 10:45 a.m. Between 3:20 and 8 p.m., six type-27 aircraft were observed taking off and landing at the field. There was night flying which still continued at 11:15 p.m.

5 August. No flying was observed between 6 a.m. and 7 p.m. A rail shipment of eight AA guns of about 80 mm caliber, eight trucks and a canvas-covered, van-like truck, possibly a radar set, arrived at the field. The AA guns took up position in the old emplacements vacated by 37-mm guns. (4)

7 August. Take-offs and landings were practiced between 6 a.m. and noon, and between 2 and 6 p.m.

8 August. Between 12 and 12:25 p.m., two take-offs and landings were made by a type-30 jet bomber. There was night flying until after midnight by five type-27 jet bombers which practiced takeoffs and landings.

Six 37-mm AA guns and six trucks [redacted] were loaded on a train. This train also had six boxcars which were loaded with AA and equipment. [redacted]

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(5)

7. Between 29 July and 7 August, motor vehicles [redacted] were observed near the field. AA guns were [redacted] at the field. (4) and (6)

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Comments.

- (1) [redacted] 25X1

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- (2) The construction of shrapnel-proof aircraft refuelments along the northern highway was previously reported. [redacted] The walls are to be constructed of concrete slabs to give them a greater resistance against splinters.

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to previous information, the taxiway covers an area of 54,741 square meters and the dispersal areas cover a total of 43,436 square meters. Since the estimate of costs mentions a concrete cover of 106,154 square meters it is concluded that the connecting lanes cover 7,577 square meters. The runway was previously believed to have a concrete cover of 30 centimeters, while, according to the estimate of costs, the taxiway has a 20-centimeter concrete layer.

- (4) The arrival of an AAA unit on 6 August 1952 is believed to be correct. It appears that, at certain intervals, the units of the division are being rotated. The presence of a radar set in the battery can only be assumed. The AA gun emplacement is located just southwest of the west end of the runway.

- (5) [redacted] previously reported the dispatch of 20 trucks with AA guns on 13 July 1952. [redacted] According to the present report, six AA guns were dispatched on 8 August 1952. It is possible that the AAA unit was transferred with these two shipments. [redacted]

- (6) A total number of 36 type-27s at Werneuchen airfield was reported several times. The information on day and night flying activity indicated the status of training. Werneuchen airfield is still occupied by two bomber regiments equipped with type-27 aircraft.

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